

ENGINEERS VOTE TO ACCEPT OFFER OF MEDIATION

Strike of 28,000 Men on Eastern Lines at Least Temporarily Averted.

ELEVENTH HOUR DECISION

Believed Roads Will Agree to Suggestion of Judge Knapp, of Commerce Court, and Labor Commissioner Neill.

OUTLOOK DARK ALL DAY

Railroad Presidents Took a Hand, Managers Finally Refused Demands and Chief Stone Had Replied That the Men Would Be Called Out To-morrow.

After a day of continued conferences, apparently ending at 6 o'clock last night in an unequivocal letter from Grand Chief Warren S. Stone to the railroad managers that no negotiations were ended, an eleventh hour offer of mediation from Charles P. Neill, United States Labor Commissioner, and Judge Martin J. Knapp, of the United States Court of Commerce, was accepted by the Brotherhood of Locomotive Engineers at 9 o'clock last night, and the threatened strike of twenty-eight thousand railroad engineers was at least temporarily averted.

J. C. Stuart, chairman of the conference committee of managers, who represented the fifty railroads concerned in the negotiations, said his organization, which received the same letter offering mediation, would take it up this morning. It is believed that the railroads will also accept.

An attempt to have arbitration considered, made earlier in the day by the same two government officials, was apparently met with indifference by both engineers and railroad managers. Judge Knapp and Commissioner Neill talked with Chief Stone at noon yesterday at the National Arts Club. Later in the afternoon they talked with a committee of railroad presidents gathered in the office of President W. C. Brown of the New York Central lines, and at the end of both these conferences the government officials said they had nothing to announce. No comment on their earlier effort was forthcoming from the railroad presidents, but Chief Stone said his conference with the government representatives had been "a waste of time."

Would Treat Only with Managers.

Meanwhile the railroad managers had been holding a conference on the demands of the engineers, and the Chairman of the Association, the representative body of the engineers' organization, had been holding a continuous conference at the Broadway Central Hotel.

Since January 23, when the negotiations were opened, Chief Stone has been dealing with the duly authorized conference committee of managers, at No. 36 Church street. When the committee of railroad presidents gathered yesterday Mr. Stone refused to treat with them, on the ground that the negotiations were entirely in the hands of the managers, and he thought the entrance of the committee of railroad presidents into the situation was only another way of avoiding delay.

Conferees of the three different bodies proceeded throughout the day, ending in the early evening in the exchange of these two letters. The first, from the conference committee of managers, representing the railroads' side of the dispute, was delivered to Grand Chief Stone a few minutes after 6 o'clock last night. It read:

New York, April 22, 1912.
Mr. W. S. Stone, Grand Chief, Brotherhood of Locomotive Engineers, Broadway Central Hotel, New York.
Dear Sir: In reply to your favor of the 21st inst., the managers in conference believe, and with the approval of the president, to state:

That we have carefully reconsidered the whole subject at home and regret to say we are unable to accept the conditions proposed. CONFERENCE COMMITTEE OF MANAGERS. BY J. C. Stuart, Chairman.

The answer was composed by Grand Chief Stone within half an hour. It was read upon and unanimously fingered by the chairman of the Association, representing the fifty railroads, and it was read to the members of each of the fifty railroads. It was read to the news-papers men at the door of Mr. Stone's room at the Broadway Central Hotel at 7 o'clock last night, as follows:

Mr. J. C. Stuart, chairman of Conference Committee of Managers, Rooms 360 No. 36 Church street, New York City.
Dear Sir: I will acknowledge receipt of your letter of even date advising the final decision of the Conference Committee of Managers. With the approval of the president, I am sorry to say that we are unable to accept the conditions proposed. Grand Chief, Brotherhood of Locomotive Engineers.

With the announcement of this letter to the railroad managers, Chief Stone gave out the information that the chairman of the division most distant from New York would leave the city within an hour. He explained that all the chairmen would have about twenty-four hours to reach their division offices, an extra day being given to get into communication with the engineers of their division and then a two-day strike notice.

Continued on fifth page, second column.

WHERE TO HAVE LUNCHEON.
And drink the best American Wine.
H. V. Dewey & Sons Co., 125 Fulton St., N.Y.
-Adv.

Stories by WALLACE IRWIN, SIR ARTHUR CONAN DOYLE, L. J. BRESTON and

The Strategy of the Diamond

By BILLY EVANS
in the next
Sunday Magazine
of the
New-York Tribune

WATERBURY BURNS AND MILITIA TAKES CHARGE

City Hall Destroyed in Series of Fires Police Say Are Work of Incendiaries.

PANIC SEIZES THE CITY

Alarms Sound at Frequent Intervals Until Old Fire Bell Melts—Fireman Gain Control.

(By Telegraph to The Tribune.)

Waterbury, Conn., April 22.—Fires of incendiary origin have broken out all over town since 2 o'clock this afternoon, and the city is in a state of terror. In thirty minutes there were no fewer than ten fires, and the crowds, policemen and fire apparatus rushed wildly from one spot to another, while many false alarms added to the excitement. The City Hall, St. Patrick's Parish Building and Pythian Hall have all been destroyed. Numbers of false alarms have increased the panic, and to-night militiamen are patrolling the streets and driving the crowds home. The police are convinced that there is a plot to destroy the city.

All of the fires started in basements, and in many instances old soaked rags were found. The firemen were able to control all the fires except the one in the City Hall. Here flames were discovered in a pile of painter's materials in the cellar of the police station, and shot up the shafts, reaching the roof and the bell tower. The old bell which for forty years has warned the city of fires changed wildly as it announced its own doom and crashed to the interior of the burning building.

By hard work the police saved the Rouses' Gallery and records. There was not much else to lose, for the city had just spent \$60,000 in repairs on the structure and the warms was scarcely dry. But this very warms and paint fed the fire, and when at last the flames reached the great piles of refuse paper in the attic, the accumulation of almost a half century, a great torch flared out at the top of the old house. It cost \$80,000, and since the improvements had been insured for \$75,000. The loss is \$200,000. No valuable papers except the assessors' records were destroyed.

The firemen succeeded in saving the Kingsbury Hotel, twenty-five feet away, which was in great danger at one time. When a big aerial truck turned over Ladderman John McNeill, who was strapped to the top, came down fifty feet to the ground, but telephone wires broke his fall and he was uninjured.

Chief among the other fires this afternoon were those in the undertaking establishments of J. H. Melville and Martin Beggs' Sons. The Melville fire gutted the St. Patrick's parish building. The loss is about \$200,000. At 11 o'clock to-night Pythian Hall was on fire, and the Apothecary Hall Company's seven-story building, just fifty feet away, is in grave danger. This is in the heart of the section that was spared by the great fire of 1902. Alarms have come in from Bausen's meat market and a black on Bank street.

Mayor Rowe communicated with Colonel McChafe, of New Haven, who is now in command of three companies of the Connecticut National Guard, 250 men each, and the soldiers are ordering everybody off the streets. Detectives were already at work, and one man was arrested this afternoon on suspicion, but later released. If any prisoners are taken, Superintendent Beach has arranged with the county commission to use the cells in the new county court-house, as the regular lockup was destroyed in the City Hall fire.

One of the fires this afternoon was near a theatre, and in the excitement a woman shouted "Fire!" Several women fainting, but fortunately no one was seriously injured in the rush. Three telephone operators were badly burned by live wires which had crossed the street railway trolley wires.

Mrs. A. F. Stewart, who has a boarding house in West Main street, saw a man leaving her house shortly before the building was found to be afire. She described him as an Italian, about twenty-five years old, and said his face was powdered.

The City Hall was found on fire at 5:20 o'clock. The blaze made quick headway. The fire alarm system, which was in the building, was put out of commission and all alarms were later sent to the various fire houses by telephone.

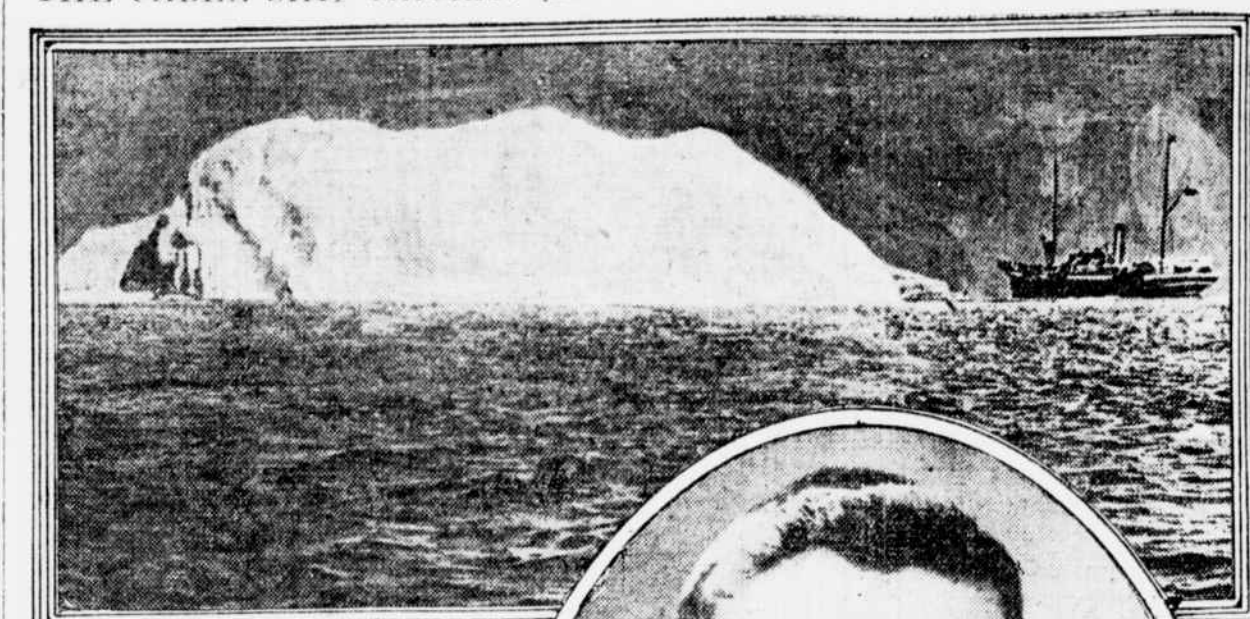
From 7:15 o'clock to 9:30 o'clock there were six fires. In most all cases the blaze was discovered in closets under stairways. One door was found to be locked and the key missing.

In view of the fact that all the fires were within a radius of a mile of the City Hall, the police hold to the theory that one man is responsible.

PLAN MONUMENT TO MAJOR BUTT.

Augusta, Ga., April 22.—The Archibald Butt Memorial Association was formed here at a meeting this morning and will hereafter be holding all over the religious and the erection of a monument in honor of President Taft's military aid and Augustan, who went down with the Titanic.

THE CABLE SHIP MACKAY-BENNETT APPROACHING AN ICEBERG.



PRESS DEFENDS ISMAY

London Journals Protest Against the Word "Coward."

London, April 22.—The British press, which severely criticised its own Board of Trade and demands the most searching inquiry, declines to judge the case until the British inquiry is held, and displays strong feeling at the manner in which the American inquiry is being conducted and at what is regarded as the unfair treatment of J. Bruce Ismay.

"The Morning Post," in an editorial, protests against American and German papers branding Ismay as a coward, and declares that it was clearly his duty to live and help his company to retrieve the disaster by facing the music.

CHINESE SURVIVORS SAIL

Six Men Hid Under Thwarts of Lifeboat on the Titanic.

Six survivors of the Titanic wreck who gave no interviews and were indifferent to the fact that women and children were left on the doomed vessel sailed from this port on Saturday on the Donald steamship Annetta for the West Indies. They were six portly Chinamen, who hid under the thwarts of one of the Titanic's lifeboats and were brought here unharmed on the Carpathia.

In proportion to the number of their race on board, there were more Chinamen saved on the Titanic than those of any other nationality.

When the Titanic left Southampton she had on board eight Chinamen to be transhipped as crew to the Annetta. Two of them went down with the vessel, but six managed to secrete themselves under the thwarts of one of the lifeboats as it was being loaded with women.

FRENCH WAIFS CLAIMED

Woman in Nice Declares She Recognizes Children as Hers.

Nice, France, April 22.—It is possible that the mystery of the identity of the two children, answering to the names of Louis and Lolo, who were saved from the Titanic may soon be cleared up. Mme. Navratil, the wife of a tailor living here, declares she recognizes her two children in the description of the little ones. She is separated from her husband, who a month ago, she says, took away the children and disappeared, after telling friends he was going to America. The children were travelling with a man named Hoffman, who is said to have been a friend of Navratil's.

A request has been sent to New York for photographs of the children.

The two French waifs are now in the care of Miss Margaret Hays, of West 84th street, who has become the self-appointed guardian of the boys, one of whom is about four years old and the other three. The children were found wrapped in a blanket in one of the Titanic's lifeboats.

According to stories told by survivors a man passed the children into the boat just as it was leaving the side of the ship. Officers stepped forward to prevent his taking a place in the boat, but he declared that he did not wish to go, asking that the children be taken, as their mother was waiting for them. The man's name is supposed to have been Hoffman, and the first second cabin passenger included a Mr. Hoffman and two children named Hoffman. The man himself was not saved.

TOBACCO STIRS ZIONISTS

Appearance of Weed Users Starts a Row by Dowieites.

Zion City, Ill., April 22.—Fifty deputy sheriffs have been sworn in for riot duty here, as the result of disturbances on Saturday and to-day connected with attempts by outside industries to find a foothold in Zion City.

Followers of William Glenn Volney, successor of John Alexander Dowie, have resented the appearance of employees of a telephone apparatus factory which bought a site here. Crowds have menaced the trains which brought in the non-Zionist workmen.

EXECUTOR TITANIC VICTIM

W. A. Spencer Was Crossing to Attend Proving of Brother's Will.

NAMES 27 WHOSE BODIES WERE FOUND

Mackay-Bennett Sends List by Wireless, Including That of George D. Widener.

The first list of names of people whose bodies were recovered from the Titanic disaster by the cable ship Mackay-Bennett was received here last night through wireless messages to the White Star Line offices. The list of twenty-seven names contains none of the most prominent men who perished, unless it be that "George W. Widener," as sent by wireless, refers to George D. Widener, of Philadelphia.

The original passenger lists of the Titanic do not mention "Widener," which apparently establishes the identity of the body as that of Mr. Widener, son of P. A. B. Widener, one of the directors of the White Star Line.

The list as received at the White Star Line offices, is as follows:

L. M. Hoffman.
Mrs. Alexander Robbins.
William H. Harbeck.
Malcolm Johnson.
A. J. Halverson.
H. W. Ashe.
Leslie Williams.
A. H. Hayter.
Jerry Monroe.
Frederick Sutton.
J. S. Gill.
Ernest B. Tomlin.
George Rosenshire.
John H. Chapman.
W. Colbine.
H. Greenberg.
Simon Sothor.
N. Colas Rasher.
Shea.
George W. Widener.
Ramon Artagaveytia.
Nihil Schelid.
Steward No. 76.
Josef Drzenovic.
R. B. Att.
Leslie Gliniski.

L. M. Hoffman was a second cabin passenger who sailed with two children. He is supposed to have been the father of the wife now in the care of Miss Marguerite M. Hays, of No. 304 West 32d street.

Mrs. Alexander Robbins (Robbins) was a third cabin passenger. Her husband was also lost.

William H. Harbeck was in the second cabin.

A. H. Halverson was travelling in the second cabin with his wife. She was rescued.

Frederick Sutton was a passenger in the first cabin. Ramon Artagaveytia was also in the first cabin.

J. John S. Gill was travelling in the second cabin.

Ernest B. Tomlin was a passenger in the third cabin. Josef Drzenovic was a steerage passenger, as was Leslie Gliniski.

The names of H. W. Ashe, Malcolm Johnson, Leslie Williams, A. H. Hayter, Jerry Monroe, George Rosenshire, N. Sothor, John H. Chapman, W. Colbine, H. Greenberg, Simon Sothor, N. Colas Rasher, Nihil Schelid and R. B. Att do not appear on the passenger list. They were probably members of the crew.

Telegraph operators acquainted with both the Morse and the Continental codes speculated as to whether the names of Major Archibald Butt and Colonel John Jacob Astor were included in two instances.

In the list as it came the following combination appeared: "Nihil Schelid Rasher," which operators believe might have been intended for Major Butt's name.

Similar speculation developed over the name "Nicolis Rasher," a name which the White Star Line could not account for, and which telegraph operators thought might be Colonel Astor's.

CABLE SHIP RETURNS

HOMEWARD WITH DEAD

Mackay-Bennett Reports Fifty-three Bodies of Titanic's Victims on Board.

GIVEN AS 'GEORGE W. WIDENER'

None of the Other Men of Prominence Who Perished on the Titanic Figure in This Partial List.

Search Taken Up by the Minia—No Persons Except Crew and Undertakers Allowed to Sail with Her.

Halifax, N. S., April 22.—Late reports received here indicate that until darkness fell to-night the cable ship Mackay-Bennett, which had gone to the scene of the Titanic disaster for the purpose, had recovered fifty-three bodies.

The intention of the Mackay-Bennett when she left port was to bring back only such bodies as were identified or identifiable, and to return the remainder in burial to the sea. A clergyman, the Rev. K. C. Hind, of the Church of England, was taken along, and to him fell the duty of conducting the services by which the unknown dead were again consigned to the deep.

Rush orders were received here today to prepare another steamer to go in search of the dead. The cable ship Minia was chartered, and local undertakers placed 150 coffins on board, while one hundred tons of ice were stored in the holds. A quantity of iron was also placed on board, and will be used as weights in taking to the depths of the ocean the unidentified dead.

The Minia will take only undertakers from Halifax, no other person outside of the crew being permitted on board. She is under orders to meet the steamer Mackay-Bennett where she is now engaged in the search for the bodies. The Rev. Mr. Hind will be transferred to the Minia, and the Mackay-Bennett will then proceed to Halifax with her cargo of dead. The Minia sailed last night.

The Mackay-Bennett will probably not reach Halifax until late in the week. Up to the present no inkling as to the identity of the dead on the Mackay-Bennett has reached here. The Minia will establish wireless communication with the Mackay-Bennett at the first practicable moment and endeavor to relay all important information to the shore.

St. John's, N. F., April 22.—No details of the results of the Mackay-Bennett's cruise have come ashore yet, further than the statement that most of the bodies cannot be identified because they are in sleeping garments. A number of bodies, however, have been identified and placed in coffins.

A few more bodies were picked up today, according to word that reached here to-night.

A cable dispatch to the White Star Line from the cable ship Mackay-Bennett yesterday said that fifty bodies from the Titanic had been recovered, but that a heavy southwest squall had interfered with the operations.

Later dispatches indicated that the Mackay-Bennett was returning to Halifax with the bodies recovered.

The Western Union Telegraph Company is sending the cable ship Minia from Halifax to aid in the search for bodies.

BREMEN PASSES MANY BODIES

Steamship Reports by Wireless She Has None Aboard.

The steamer Bremen, in a wireless message last night sent by way of St. John's, Mass., repeated the information sent Sunday that she had passed wreckage and a great number of bodies in 42 north latitude and 62 west longitude.

The message contained additional information to the effect that the Bremen had no bodies on board.

Angostura Bitters, the celebrated tonic for your comfort in the Spring.—Adv.

HELP WITHIN SIGHT AS TITANIC SANK

Unknown Ship, Close at Hand, Ignored Her Signals of Distress, According to Fourth Officer Boxhall's Evidence.

SO NEAR HER LIGHTS WERE SEEN

Captain Smith on the Bridge When His Vessel Struck the Iceberg—The Mackay-Bennett Recovers Fifty Bodies, and Many of Them Are Buried at Sea—Mrs. Astor To Be a Witness.

An unknown vessel was within five miles of the Titanic when she was sending up signals of distress, and stood across the Titanic's bow without answering the call for help.

This was the testimony of J. B. Boxhall, fourth officer of the Titanic, before the Senate committee in Washington yesterday.

Boxhall also testified that Captain Smith was on the bridge when the Titanic struck the iceberg.

P. A. S. Franklin, vice-president of the International Mercantile Marine Company, said that the White Star Line gave out reassuring reports on the Titanic up to 7 o'clock last Monday because it believed the ship unsinkable.

This was in spite of a message from the Olympic, received soon after noon on Monday, which said:

"Parisian reports Carpathia in attendance. Picked up twenty boats with passengers, and Baltic returning."

Five messages from J. Bruce Ismay, telling Franklin to hold the Cedric for Ismay and the crew of the Titanic, were read by Franklin.

After the crew of the Titanic has been heard many of the passengers will be witnesses before the Senate committee. It is understood that Mrs. J. J. Astor and Mrs. J. B. Thayer are among those who have been asked to testify.

A wireless message from the cable ship Mackay-Bennett said that fifty-three bodies from the Titanic had been recovered. Many of them were buried at sea.

The Western Union cable ship Minia left Halifax to aid in the search for bodies.

The Mayor's fund for the Titanic survivors reached \$88,966 88 yesterday.

There was a rush by all transatlantic lines for lifesaving equipment. All lines announced that they would equip their ships with lifeboats and rafts enough to carry the entire complement of passengers and crew at one time.

Naval officers severely criticised the operation of the Marconi wireless system.

DISTRESS CALLS UNHEEDED, DECLARES TITANIC OFFICER

Investigating Committee Hears Remarkable Story of Aid That Might Have Been Had.

(From The Tribune Bureau.)
Washington, April 22.—Another graphic story of the sinking of the Titanic, with considerable detail regarding a mysterious steamship which, although estimated to be only five miles distant, ignored the distress signals of the great liner and indifferently sailed away, leaving her two thousand passengers and crew to their fate, was told to the Senate investigating committee to-day by J. B. Boxhall, fourth officer of the lost ship.

Aside from this story of the disregard of the Titanic's signals, the notable points of Boxhall's story were his declaration that Captain Smith was on the bridge when the collision with "a submerged iceberg" occurred, and that J. Bruce Ismay was seen by Boxhall on the bridge ten to fifteen minutes before Boxhall, at the captain's order, he said, went over the side in command "of the next to the last lifeboat on the port side."

P. A. S. Franklin, vice-president of the International Mercantile Marine Company and its highest officer in this country, had been examined earlier in the day and had made a most favorable impression. Mr. Franklin acknowledged the authenticity of the messages signed "Yamsi," which have already been published and which urged that the steamship Cedric be held in order that not only the Titanic's crew but also Mr. Ismay might leave for the other side immediately after the arrival of the Carpathia. These telegrams constituted the only testimony unfavorable to Mr. Ismay given to-day. One of them called for a complete outfit, "including shoes, etc.," and created the impression that the president of the International Mercantile Marine Company was very anxious to get away from this country and back to England.

The eagerness of Mr. Ismay, which Mr. Franklin acknowledged was shared by himself, to get the crew back to their homes he explained on the ground that the men would be subject to great temptations as long as they remained in this country, and were not subject to that discipline which would govern them, even were they given shore liberty, if they were attached to some ship to which they would have to report at stated intervals, and as due to his conviction that they would tell many highly colored stories of the disaster.

COULD NOT BELIEVE THE NEWS.

Mr. Franklin denied all knowledge of the reassuring message sent to Representative Hughes, of West Virginia. He said the first word of the catastrophe which reached him was from a newspaper, which about 2:20 a. m. on Monday telephoned him the message which had reached Montreal from the Virginian. He could not believe the news, he said, and did not know definitely of the disaster until 6:16 p. m., when he received confirmation from Captain Haddock of the Olympic after a day of rumors and contradictory reports.

Fourth Officer Boxhall told a circumstantial and graphic story of the collision, of his own actions preceding and following the impact, of the orders given by Captain Smith, and, finally, of the coming of the Carpathia. He seemed to be anxious to tell the exact truth, and it would be hard to explain just why his story did not carry with it the conviction which attached to the stories of Second Officer Lightoller and Captain Rostron, although for some far from obvious reasons it did not.

Boxhall told his story almost entirely in reply to questions. He said that as fourth officer he was never given command of the watch,